Official Publication of the Minnesota Transportation Museum, Inc. January - February 1978

RIVETING THEIR ATTENTION ON #328... Bob Renz and his crew renew the boiler-maker's art as they replace several of N.P. #328's rivets. It's noisy, tough work, but necessary to get #328 on the rails again!

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ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE EDITOR, P.M. JOYCE, P.O. BOX 1300, HOPKINS, MINN. 55343.

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All material for publication should be addressed to the Editor, Gordon Frederick, 1704 East 123rd Street, Burnsville, Minnesota 55337

A T T E N T I O N !!!

CHANGE IN GENERAL MEMBERSHIP MEETING LOCATION!

The General Membership Meeting will be held at 8:pm, Tuesday, January 17, in the SOLARIUM OF THE CURTIS HOTEL, 10th Street and 3rd Avenue South in Minneapolis, Minnesota. The meeting location mentioned in the November-December Minnegazette was incorrect.

STEAM OPERATING SITE PROGRESS

We are making progress toward having our own operating railroad museum site on former Soo Line trackage east of White Bear Lake. This is the prime contender of the several sites considered. The runner-up, Milwaukee's St. Croix Valley line south of Bayport, is by far the most scenic. Its condition is deteriorated, however, and it has several timber trestles which pose maintenance headaches for a volunteer museum. In addition, the Minnesota Department of Natural Resources (DNR) has first option on this line under the abandonment procedure, and it has indicated it wants to develop a hiking trail on the track bed without any shared use.

The Soo Line trackage is 5.3 miles long on a right-of-way generally 150 feet wide. Only one bridge exists, a concrete and steel span over Highway 96. The track condition is good with 85 lb. rail, mostly serviceable ties, rock ballast, banked curves, and flasher protection at the two paved road crossings. There are no passing tracks, and yard facilities would nave to be developed somewhere along the line. It passes near several small housing developments, and we must obtain the cooperation of the residents and town councils before the project can begin.

The DNR is considering the possibility of buying this line for inclusion in the trails system, and making it available to the museum for an operating site. The details of the arrangement still are being worked out, and a decision can be expected this winter or spring.

If all goes as hoped, we could be able to operate a passenger train at this site next summer using our leased Reading cars and the Dan Patch locomotive. This would require a large outlay of cash and volunteer labor for the following things:

1. *Passing tracks at either end of the line totalling about 1,000 feet.*

2. *A crude shelter for the equipment, possibly consisting of no more than a fence as a beginning*

3. *Grading an access road.*

4. *Fueling, watering and toilet facilities*

5. *Simple passenger facilities including parking and loading areas and perhaps some form of waiting shelter.*

In addition, the museum may be required to pay part of the purchase cost to the Soo Line. Arrangements are not yet finalized, but we may be asked to buy the track (about $20,000 net salvage value) while the State would buy the land.

Our members should consider carefully (1) whether the museum should

undertake such a project, and (2) whether individually they can commit themselves to it. Hundreds of man hours will be needed. Members, interested individuals and foundations will have to be approached for funds. Operating crews will have to be recruited and trained. The remote location will make it hard for some to get there, and transportation arrangements will be needed, possibly using our Twin City Lines bus.

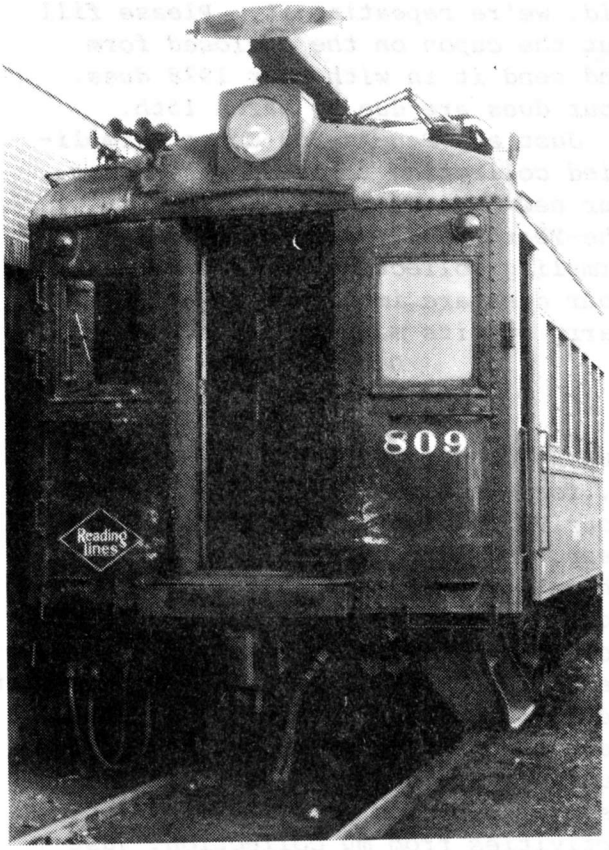
More details will be finalized on this by the January 17th MTM annual meeting, at which a full up-date will be given. I hope meanwhile, that every member will give it some thought and participate in a general discussion at the meeting. We have shown at Lake Harriet that we can make such a project work, and we can do it again if we want to.

Bill Graham
Executive Vice President

EX-READING MU CARS TO BE AQUIRED.

The MTM expects to be leasing coaches from the S.E.P.T.A. on a long term basis for our future steam operating site. The Ex-Reading multiple unit cars will have the electrical equipment removed or disconnected, and will be used as ordinary passenger coaches. Bill Graham has inspected the cars available and reports that they are in very good condition, having been maintained in active commuter service until recently. Bill also sends along these two photos showing the present general appearance of these cars.

SEPTA car 821 photographed by Bill Graham at Philadelphia.



Front view of ex-Reading MU coach 809 (Bill Graham photo)

WELCOME NEW MTM MEMBERS!

Since the last issue of the Minnegazette, the following names have been added to the MTM roster: Burton Elias, New Brighton and Bradley Robinson of Deephaven.

Welcome aboard! When you meet people who share our interest in transportation history, encourage them to join the MTM so they can share the fun with us. The new MTM Membership Directory will be compiled in the next few weeks, so if you have moved or have a new phone number, be sure to get the correct information to me right away.

David Norman
Membership Secretary

DID YOU MISS IT?

We're not talking about missing a streetcar, but asking if you missed the important announcement about your MTM membership dues in the last issue of the Minnegazette. For those of you who

did, we're repeating it. Please fill out the cupon on the enclosed form and send it in with your 1978 dues. Your dues are due by March 15th.

Just as "Pay-As-You-Enter" simplified collecting fares on streetcars, our new "Pay-At-The-Beginning-Of-The-Year" dues policy will greatly simplify collecting our MTM dues. Your dues are important to help MTM carry out its many projects.

David Norman
Membership Secretary

THANK YOU ALL VERY MUCH...

...for the opportunity of serving as your VP for Public Relations this year, and for your fellowship for these several years that I have been an active member of the MTM. Due to a job change requiring a move to Pennsylvania, I'll be going on 'associate member' status. However, this does not mean that I'll stop promoting our Museum every chance I get. If anyone needs any photos or films of MTM activities from my collection, just drop me a line.

Meanwhile, those many summer weekends operating old 1300 will remain among my fondest memories of Minnesota - along with the great people of the MTM who have been my fellow crewmembers over these years.

Gordon Frederick

REPORT OF THE NOMINATING COMMITTEE

The Nominating Committee is pleased to announce the following slate of candidates for consideration as 1978 officers of the Minnesota Transportation Museum;

President - Frank Sandberg
Executive Vice President - Bill Graham
Vice President, Vehicle Operations - Dale Hromadko
Vice President, Construction and Maintenance - Ken Snyder
Vice President, Publications - Judy Sandberg
Treasurer - Robert Macnie
Secretary - Grant Arneson
Vice President, Public Relations- open.

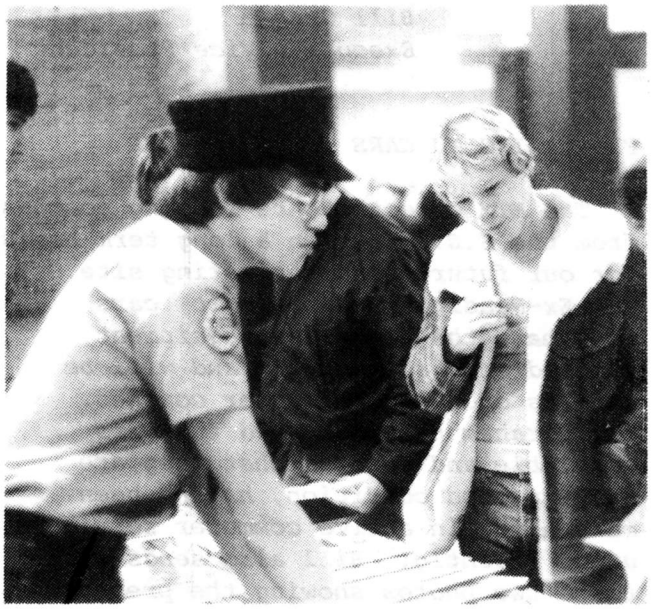
In accordance with the Museum's By-Laws nominations from the floor can be made for any of the above offices.

Be sure to attend the annual meeting and for those active members - VOTE!

Respectfully Submitted:
George Isaacs
Loren Martin
Judy Sandberg
1977 Nominating Committee

MODEL RAILROAD SHOW

The MTM operated the book sales area at the Model Railroad Industry Association show held November 18 - 20 at the Minneapolis Auditorium. The show was very well attended, and not only served to introduce many people to the MTM, but our Museum participated in the income from book sales.



Tom Lang of the MTM (left), one of our many members at the MIRA show, mans the book sales stand. By the way, we understand that Tom was recently made an Eagle Scout. Congratulations, Tom!

LETTER FROM A PATRON:

Oct. 27th, 1977

Dear Volunteers,

The work you are doing is good. This past summer we took my 87 yr. old Grandfather for a ride on #1300.

He enjoyed it immensly as he had been a street car conductor a number of years ago.

My Grampa died yesterday. I would like to contribute five dollars in his name, Theodore S. Huckins. He had talked often of his street car days.

Thank-you
Donna Hansen

FULL STEAM AHEAD AT COMO

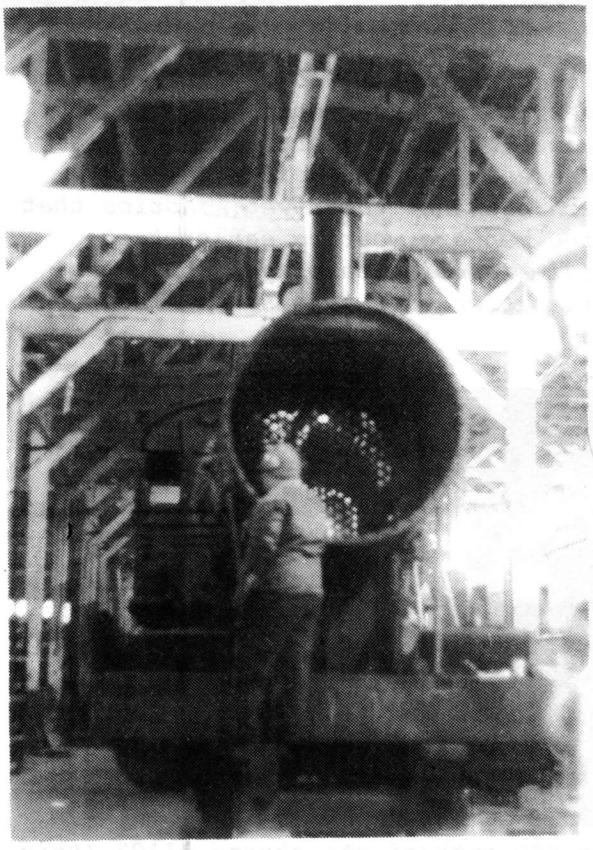
Bob Renz reports that good progress is being made on NP #328. The inspector from Hartford Steam Boiler (our inspection agent) spent seven hours going over #328's boiler. His main conclusion was that we had a really good boiler! Of course he advised that there were many repairs that we would have to make. Eleven rivets required replacement, some corroded surfaces on the fire box will have to be built up, and we will have to replace some staybolts, staybolt caps, wash out plug sockets, a steam turret supply pipe and all 270 odd boiler tubes. Bob says that that last task isn't really as horrendous as it sounds, though as always, he needs all the skilled help he can get. The new lead truck wheels arrived from the manufacturer in Canada, and Bob expects to be reassembling this truck in January. An $8,000 grant received recently from the Minnesota Historical Society will go a long way toward the completion of work on #328.

Work on 'Dan Patch Line' #100 is nearly completed, with the new pilot having been recently installed. The lettering and some interior finishing are about all that remain to be done.

More help is needed for the restoration of the triple combine, NP #1102. While Bill Marshall and his fellow RPO enthusiasts have done much work on the Railway Post Office section, the rest of the car needs extensive repairs.

We have also recently received donations of a Tennant sweeper to help clean up the shop, and a 2,000 lb. capacity fork lift truck.

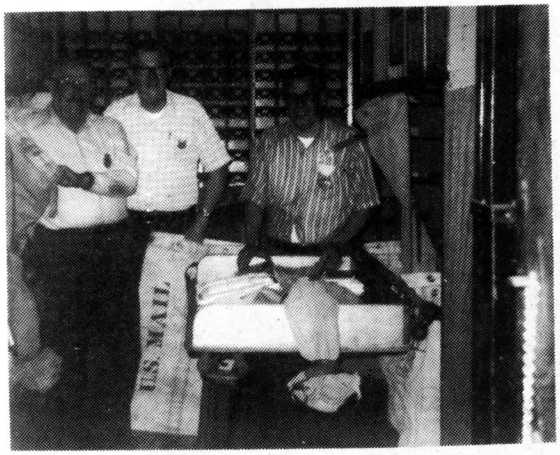
FORGING AHEAD WITH A REAL HOT BOX... Bob Renz heats a rivet in the forge.



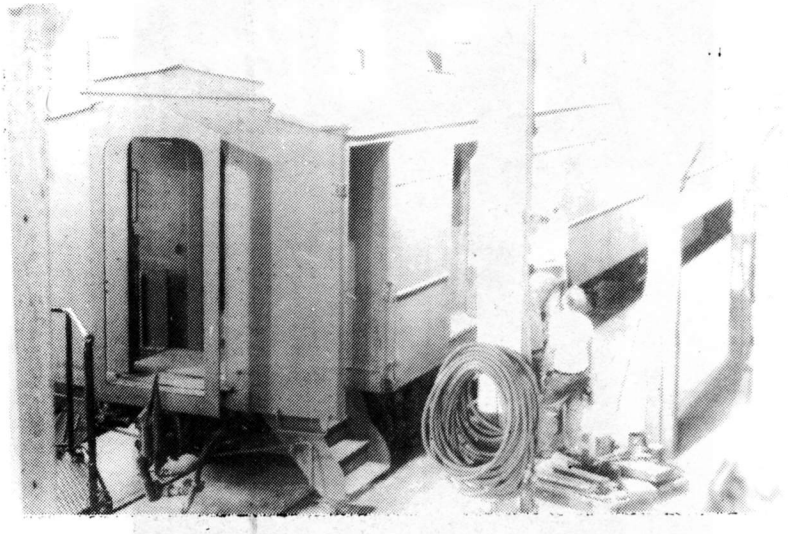
Somewhere inside that boiler is John Winter preparing to buck rivets.

That's Jim Bertrand (lower left) driving a rivet in the steam dome, assisted by Bob Renz (back to camera) and Bob Clark. Somewhere INSIDE the boiler is John Winter 'bucking' the rivet. Notice that all the men are wearing ear protection (Jim is using earplugs, while the others prefer muff-type sound deadners.)

RPO section of our triple combine, N.P. #1102 is coming along nicely, though much help is needed to restore the rest of the car.



Three RPO enthusiasts aboard #1102 (this photo by Bill Graham).



Combine after sandblasting and priming.

Minnesota Transportation Museum, Inc.

1978 DUES ARE DUE!

In accordance with the new 1978 membership dues collection procedure, as explained in the November-December 1977 issue of the Minnegazette, this is your official notice that your 1978 membership dues in the Minnesota Transportation Museum are due and payable.

All members, both Active and Associate, are requested to look at their present MTM membership card and note the expiration date. Then look up your place in the table below to find the amount of dues owed. Please remit the correct amount directly to the Treasurer, along with the cupon below. Make checks payable to the Minnesota Transportation Museum.

These dues may be mailed at any time, but are due by March 15, 1978. If you have any questions that cannot be answered by the Minnegazette article or by studying this form, please contact Membership Secretary, David Norman at 729-2428 (or write 3007 East 24th St., Minneapolis, Mn 55406). Also contact the Membership Secretary to report changes of address or telephone number, whenever they occur during the year.

MEMBERSHIP DUES TABLE

If your present expiration date is...	TYPE OF MEMBERSHIP... ACTIVE To expire December 31,:		ASSOCIATE To expire December 31,:	
	1978	1979	1978	1979
June 30, 1977	$18.00		$8.00	
July 31, 1977	$17.00		$7.50	
August 31, 1977	$16.00		$7.00	
September 30,1977	$15.00		$6.50	
October 31, 1977	$14.00		$6.00	
November 30, 1977	$13.00		$6.00	
December 31, 1977	$12.00		$6.00	
January 31 , 1978	$11.00		$5.50	
February 28, 1978	$10.00		$5.00	
March 31, 1978	$9.00		$4.50	
April 30, 1978	$8.00		$4.00	
May 31, 1978	$7.00		$3.50	
June 30, 1978	$6.00		$3.00	
July 31, 1978	$5.00		$2.50	
August 31, 1978	$4.00	$16.00	$2.00	$8.00
September 30,1978	$3.00	15.00	$1.50	$7.50
October 31, 1978	$2.00	14.00	$1.00	$7.00
November 30, 1978	$1.00	13.00	$.50	$6.50
December 31, 1978	none	12.00	none	$6.00

NOTE: If your membership expires in 1979, you do not need to take any action at this time.

Fill out cupon below and mail with your remittance payable to the Minnesota Transportation Museum, Inc.

c/o Robert Macnie
3135 Casco Circle
Wayzata, MN 55391

NAME _____ PHONE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Expiration date on membership card _____

Amount enclosed for dues $_____ for donation $_____

_____ Active member _____ Associate member

MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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